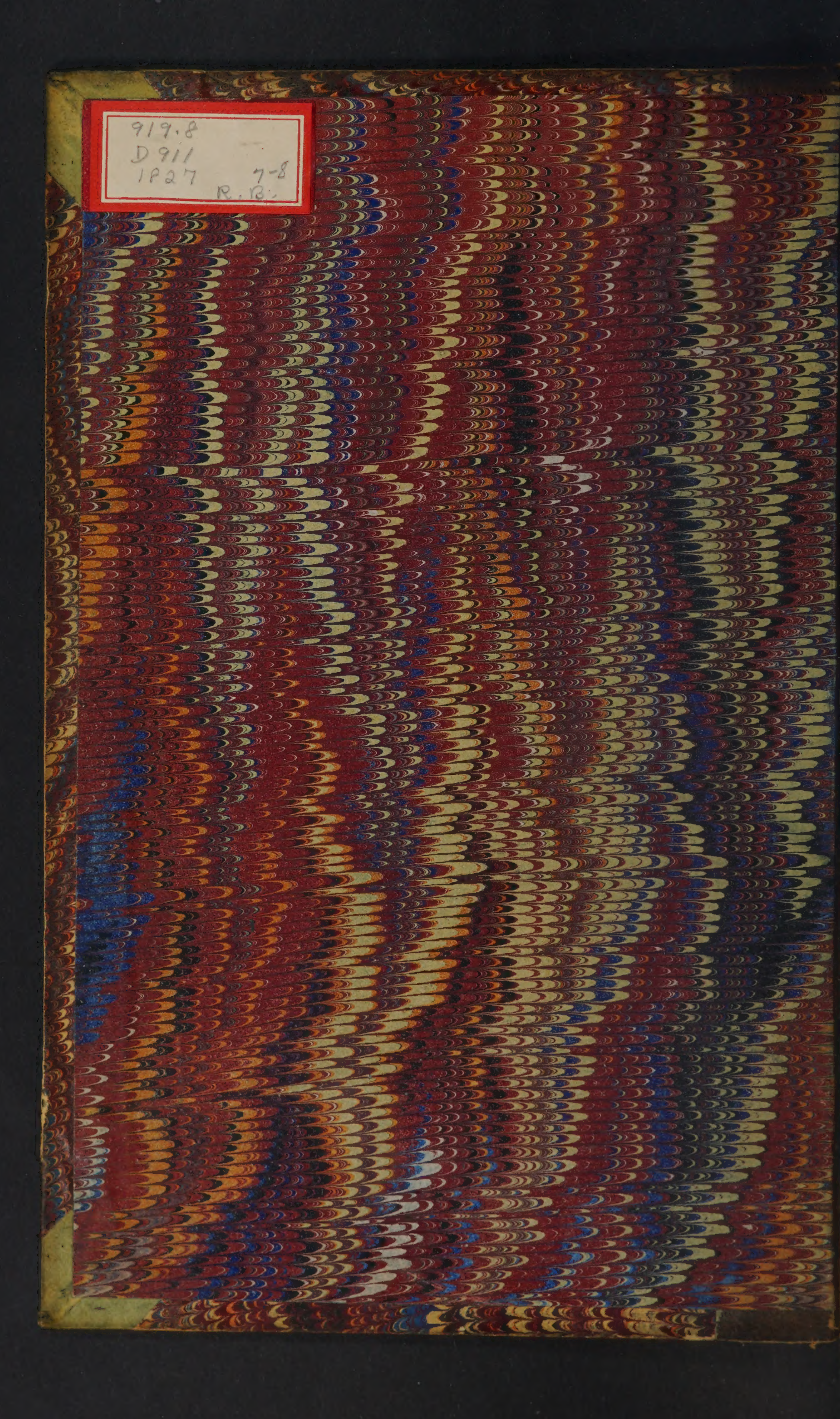



DUNCAN'S
ARCTIC
REGIONS



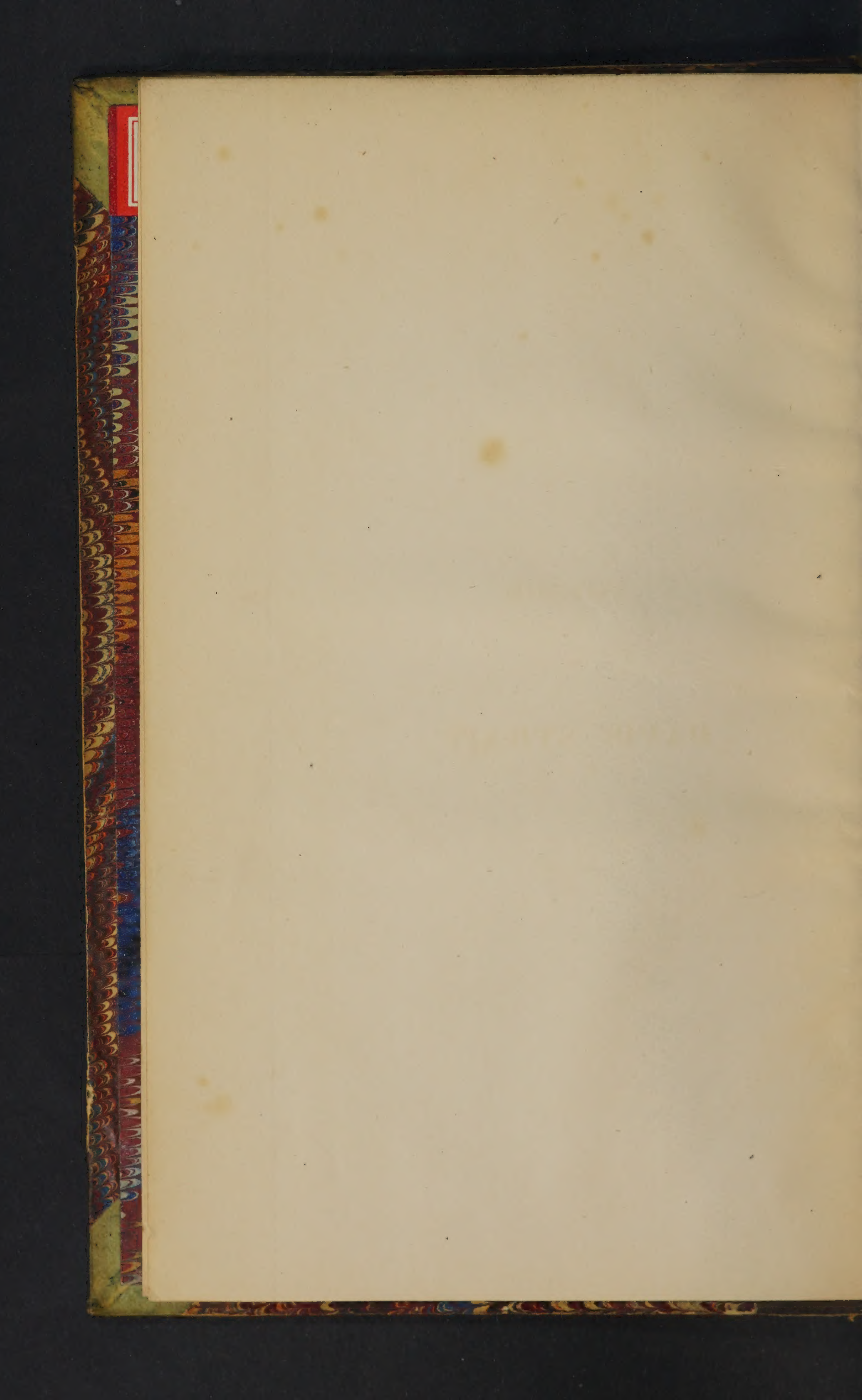






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VOYAGE

TO

DAVIS' STRAIT.



del.t

The Perilous Situation of the **DUNDEE**, *and the Loſs of the* **HARLINGEN**,
on the 23.d of August 1826.

ARCTIC REGIONS,

VOYAGE
TO
DAVIS' STRAIT,
BY

DAVID DUNCAN,

MASTER OF THE SHIP
DUNDEE.

Sailed from London 3rd April, 1826, and returned 25th June, 1827; having been *beset* by *Ice* more than *eight Months;* during seventy-five Days of which, the Sun never rose above the Horison: with an account of the hardships and dangers sustained by the Crew, and many miraculous escapes.

DEDICATED BY PERMISSION OF
HIS ROYAL HIGHNESS
THE DUKE OF CLARENCE.

——————Our infant Winter sinks,
Divested of its grandeur, should our eye
Astonish'd shoot into the Frigid Zone;
Where, for relentless months, continual night
Holds o'er the glittering waste her starry reign.
THOMPSON.

LONDON:
Printed by E. BILLING, 187, Bermondsey Street
For the Author,
and sold by him at 9, Baltic Place, Lower Road Deptford.

1827.

TO

HIS ROYAL HIGHNESS

THE

DUKE OF CLARENCE,

LORD HIGH ADMIRAL OF ENGLAND,

&c. &c. &c.

YOUR ROYAL HIGHNESS having been condescendingly pleased to accept a Dedication of the following sheets, and to express your approbation of the motives that have induced me to publish them, "by consider-"ing that a plain and clear statement of cir-"cumstances attending the successful result "of a Winter's detention in the ice, in so "high a latitude as 74° 30′, may be useful "to other navigators and interesting to "the public."

Impressed with most heartfelt gratitude for so distinguished a patronage, I humbly inscribe this my only effort as an author, to your Royal Highness: And with every sentiment of loyalty, duty and respect, beg leave to subscribe myself,

Your Royal Highness's

much obliged,

most obedient,

and devoted Servant,

DAVID DUNCAN.

9, Baltic Place,
Lower Road, Deptford.
Oct. 22nd. 1827.

INTRODUCTION.

So many books have been published in the course of the last forty or fifty years, containing descriptions of almost every part of the globe, that I am fully persuaded I should be introducing nothing novel or useful by increasing this little work with an account of Islands and places in the Arctic Regions; the reader

will therefore not expect to find any such descriptions (except a short account of some Islands before unknown) which were discovered by me in the year 1823, but merely a narrative of the various perils with which we were constantly surrounded more than eight months, while beset in the ice in the Frozen Ocean, and the different facts and circumstances connected with the voyage.

The Dundee is the only Fishing Ship that ever passed a whole win-

ter with her crew on board in the same regions, and as I am fully convinced that our being able to endure such great hardships, and to escape that destruction which often appeared inevitable, was entirely owing to a steady perseverance in every precaution that appeared necessary, and the alacrity and good discipline of the officers and crew, in defiance of intense cold and in a state of deprivation of almost every necessary comfort. I flatter myself that these details will tend to the safety and success

of future Navigators, be useful to my brother seamen in the hour of danger, and that such unparalleled distresses will excite a lively interest in the minds of my readers,

These objects obtained I shall be amply gratified, my view in publishing being neither fame or profit.

I am also urged to this publication by another consideration. It cannot have escaped general observation with what avidity and meritorious

zeal every extraordinary event in politics, biography, navigation, or any thing likely to excite general interest or feeling, is sought for by the conductors of our Public Journals; and that those of inferior note or consequence, anxious to be first, frequently insert garbled accounts, obtained from persons who have little or no knowledge of the real facts.

This has been the case in the present instance; several imperfect

accounts have appeared in some Scotch newspapers, and very recently, the Aberdeen Chronicle published a statement respecting the wreck of the Harlingen, and of the treatment the master and crew received from me on that afflicting occasion.

The paragraph was copied into the New Times (Wednesday, 26 Sept,); but the editor, on my pointing out the misrepresentations in the Caledonian article, has, with his

usual urbanity and gentlemanly feeling, inserted in his paper of the 3rd October, a statement of the real facts, as a full and complete contradiction: for which I beg he will please to accept my best thanks.

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VOYAGE

TO

DAVIS' STRAIT,

IN THE YEARS 1826 and 1827.

PART 1.

SAILING OF THE DUNDEE FROM LONDON.—HER ARRIVAL AT LERWICK IN SHETLAND.—HER DEPARTURE FROM THENCE, AND THE DIFFERENT TRANSACTIONS ON BOARD TO THE END OF JULY, 1826.—TO WHICH IS ADDED AN ACCOUNT OF SOME NEWLY DISCOVERED ISLANDS IN THE ARCTIC SEA, BY THE AUTHOR, CAPT, DUNCAN, AND NOTICED IN THE ANNALS OF PHILOSOPHY.

Having been employed for the last twenty years as a Master and Commander of Vessels in the Greenland Whale Fishery, and for the last eight years as Master of the

ship *Dundee*, (358 tons burthen) belonging to Messrs GALE & SON, merchants of London, it has fallen to my lot to make some discoveries of small islands (before unknown) in the Arctic sea; and having in the course of my different voyages reached the high northern latitudes, as far as 82° 30′, I have experienced great dangers: but they sink almost into nothing when compared with the perils and hardships I endured in the years 1826 and 1827, and which will form the subject of the following pages.

In the Spring of the year 1826, I agreed with Messrs. GALE & SON, to take a voyage to Davis' Straits, as Master of their Ship, the Dundee; and they having liberally furnished her with stores, provisions, and every thing requisite; and having engaged a proper number of officers and men, on the 3rd of April we dropt down the river

and proceeded with variable but tolerable fair weather to the Shetland Islands. We came to anchor off Lerwick in seven fathom water on the 10th; here we staid several days, during which I was employed engaging some additional seamen for the voyage, to make the number of our crew complete. Which having effected, our ship's company consisted of forty-eight.

While I was on shore collecting the Shetland men, the crew were employed setting up the main rigging and other necessary work, and on the 18th having every thing ready we hoisted the signal for a pilot, weighed anchor and with fair and propitious breezes proceeded to the westward through Yeell Sound. The next day we discharged our pilot, Ronas-head bearing S.S.E. distant 12 miles. From which, and the happy shores of Britain, I took my departure, being in latitude 60° 32′ N. long. 1° 16′ E.

It appears to me unnecessary, and that it would perhaps perplex and tire the generality of my readers, the giving a daily statement of the courses or winds; I shall therefore merely state the latitude and longitude on particular days, when we had opportunities of taking an observation and such occurrences as appear to be useful or interesting.

From the 18th April, until the 18th May, we were employed in the usual manner on board ship, and preparing our lines and other matters requisite to commence fishing for whales; on the 18th May we were in latitude 60° 51′ N., longitude 59° 7′ W. variation per azimuth five points W., and for the first time in the voyage saw a stream of ice, and passed two large icebergs.

May 19th. Latitude 60° 8′ N. saw two whales, called all hands and lowered away six boats after them.

20th. Latitude 60° 16′ N. Boats returned; hoisted them up and set the watch; plying to N.E. among streams of ice. Saw a whale, called all hands, lowered away six boats after her, but they were obliged to return, not being able to come up with her; hoisted them up and set the watch.

21st. Latitude 60° 30′ N. Reaching to the N. E. among straggling ice.

22nd. Latitude 60° 59′. Reaching to the Northward among straggling ice, plying to the E.N.E. along the pack edge.

23rd. Plying to the Eastward along the pack edge saw one whale; called all hands and lowered away six boats after her; shortly afterwards Michael Lee struck the fish; she ran nine lines out. She took the

pack or large body of broken ice, and about 10 A. M., the harpoons drew, and to our great disappointment we lost the whale; employed afterwards hawling in the lines upon the ice.

24th. Plying to Eastward along the ice, saw two or three whales; lowered the boats down, when Robert Ford got fast to a whale she took the ice, run out eight lines and died at the bottom of the sea. Three or four ships in sight.

25th. The boats a long way in the ice. The whale hung by the lines; run almost two boats' lines over the ice to make fast to the lines at the fish, then took them to the capstern; all hands employed heaving the lines in, on board. Several ships in sight, also several fish.

26th. Latitude 61° 43′, longitude 61° 00′

W. Still heaving in the lines till we hove the whale alongside; layed her to pass and commenced flinching; finished flinching; cleared away the decks and set the watch; ranging among ice. Length of the bone 11 feet 6 inches.

Plying to windward among loose ice; saw one whale; lowered away two boats after her; dodging in a hole of water, surrounded with ice. Four sail in sight.

29th. Ranging about among straggling ice; called all hands and began to clear away for making off the blubber; two and three boats at times after whales.

On this day we had the misfortune to lose one of the Shetland men, Bazil Galt, who departed this life about eight o'clock A. M.

30th. Dodging about among ice; by six

A. M. done making off blubber ; filled forty-six casks containing fifty butts ; cleared away the decks and set the watch. At eight A. M. committed poor Galt to the deep, amidst sincere expressions of regret of his brother tars for his loss.

31st. We had several ships in sight.

June 1st. Latitude 61° 22′ N. Plying to windward among streams of ice. No whales seen. Fifteen sail in sight.

2nd Plying to windward, latter part dodging in a hole of water among heavy ice.

3rd. Plying to windward among streams of ice.

4th. Latitude 62° 11′ First part plying to windward among streams of ice ; latter part to Northward. No whales seen.

5th. Plying to windward among heavy ice; at eight A. M. saw one whale, lowered away two boats after her; shortly afterwards John Lander got fast to her; at meridian killed her, and towed her alongside. Length of the bone eleven feet seven inches.

6th. Commenced and finished flinching; cleared away the decks and set the watch; ranging about among ice.

7th. Latitude 62° 43′ N. Called all hands and began to make off the blubber.

8th. Latitude 62° 30′ N. Finished making off the blubber; filled thirty-three casks containing sixty-eight butts; cleared away the decks and set the watch; plying to windward in clear water, tacked ship occasionally to avoid the ice. No whales seen. Several ships in sight.

9th. Latitude 61° 50′ N. Running to the

westward among straggling ice; dodging among ice; saw one whale; lowered away two boats after her, but the men were obliged to return without attaining their object; hoisted up the boats.

10th. Latitude 61° 28′. Early in the morning saw one whale; called all hands; lowered away six boats after her, but they were were again obliged to return and the boats to be hoisted up at midnight.

12th. Latitude 61° 40′ N. Ranging to E.N.E. among cross ice.

13th. Latitude 62° 49′ N. Running to the Eastward among ice, and afterwards to the North East.

14th. Latitude 63° 00′ N. Ranging about among ice, reaching to the North East. One sail in sight.

15th. Latitude 63° 47′ N. Running to the E. among ice.

17th. Running E.N.E.

18th. Latitude 65° 30′ N. Reaching to the East South East among ice; latter part plying to windward among heavy ice. Three sail in sight.

19th. Latitude 66° 9′ N. Plying to the North East among ice. At meridian saw Queen Anne's Cape, bearing E.S.E., distance about fifty miles.

20th. Latitude 66° 15′ N. Running to the North East. Four sail in sight.

21st. Ranging about among ice; all the boats towing the ship to the South East. This day about ten A.M. John Tullock, another of our Shetland men, departed this life.

22nd. Latitude 66° 54′ N. Hoisted the boats up; reaching to the E.N.E.

23rd. Latitude 67° 1′ N. Plying to windward among heavy ice. Committed the remains of poor Tullock to the deep. Middle and latter part of the day plying to the North East in clear water, but obliged to tack ship occasionally to avoid the ice.

24th. Latitude 67° 7′ N. Plying to North East among streams of ice, and afterwards plying to windward among several icebergs.

25th. Running North East among several icebergs.

26th. Latitude 69° 00′ N. Running to the North East among straggling ice. One sail in sight.

27th. Making the best of our way to North East along the ice.

28th. Ranging about among ice. One sail in sight.

29th. Plying to windward among a great number of icebergs. Run through Weygat. Two ships in sight.

30th. Running into the North East Bay; several ships in sight; ice setting round very fast; fastened the ship to an iceberg. Peter Slater and John Thompson, who had been both wrecked in the early part of the season, in the Cicero, of Hull, Thomas Lee, Master, came on board our ship from the William, of Hull.

July 1st. Beset among ice. Several vessels in sight.

2nd. Let go from the iceberg and reached farther in shore ; made fast to another ice-berg aground.

3rd. Remained fast to the berg, surrounded with ice ; in the latter part of the day the ice opened. Let go from the ice, all hands employed towing and warping. Several ships in company.

4th. All hands employed towing the ship to the North East.

5th. Latitude 71° 20′ N. All hands employed towing to the North East along the land ; set our studding sails running to the North East. At meridian abreast of Black Hook.

6th. Running to the North East in the East land water. At four hove the ship too, not being able to proceed any further for ice.

7th. Employed plying in towards the land. Woman's Island bearing S.E., distance about thirty miles. Forty-four ships in sight.

8th. Plying towards the land.

9th. Latitude 72° 15′ N. Plying to windward among straggling ice. Dark Head bearing South, distance about fifteen miles. Thirty-four ships in sight.

10th. Running to the North East among floes of ice; middle part made fast to the ice; and in the latter part, plying to the North East among heavy ice. Several ships in sight.

11th. At four A.M. saw the Froo Islands bearing about East, distant twenty miles. All boats employed towing ship to the North East.

12th. Running to the North East among the islands, and dodging under an island for shelter.

13th. Made fast to a floe of ice, having very little room. All hands employed towing the ship to a small iceberg; latter part, lying made fast to the berg. Several ships in sight.

14th. Cast off from the ice and turned into a hole of water to the Westward; latter part, lying made fast to a floe of ice. Berry's Island bearing N. E., distant one mile.

15th. Dodging in a hole of water surrounded with ice.

16th. Dodging among floes of ice. All hands towing the ship in shore, and afterwards made fast to an iceberg aground. Several ships in sight.

17th. Lying, made fast to the berg.

18th. Carpenter overhauling round the ship.

19th. Lying, made fast; very little water to be seen any way from the mast head. Several ships in sight.

20th. Latitude 73° 5′ N. Lying as before. Several ships in sight.

21st. Lying, made fast to an iceberg; could not proceed any further for ice. Several ships in sight. Carpenter employed making a sprit-sail yard, having sprung the old one against the ice.

23rd. Called all hands; run to the North East among a great number of icebergs and floes. Fourteen sail in sight. Latter part dodging in a hole of water surrounded with ice.

24th. Hove too on account of the ice. Made the ship fast to a small iceberg lying aground, close under the lee of an island.

25th. Let go from the ice; reached in shore; ice closing in very fast; made fast again to another berg. Fourteen sail in sight.

26th. Lying, made fast to the ice: no passage to the Northward. Fourteen sail in sight.

27th At midnight let go from the ice, and towed three or four miles further to the Northward.

28th. At midnight towed further in shore and made fast to an iceberg, there being no appearance of a passage to the North East on account of the ice. Twenty-two sail in sight.

29th. and 30th. Lying, made fast to the ice.

31st. Cast loose from the ice and proceeded to the Northward. Several ships in sight.



Having gone through my journal of transactions to the end of July, I beg leave by way of conclusion to this part to insert a copy of a letter which will be found in page 379 of the Annals of Philosophy, (new series) No. 35, November, 1823. Printed in Numbers, by C. Baldwin, New Bridge Street; for Baldwin, Craddock and Joy, Paternoster Row.

"ARTICLE XI."

"*Notice of some newly discovered Islands in the Arctic Sea, by Captain Duncan, communicated in a letter from L. Edmonston, Esq.*"

"*To the Editor of the Annals of Philosophy.*"

Zetland, Balta Sound, Sept. 12th 1823.

"*Sir,*"

"*The public attention has been recently so much directed to Arctic discoveries, that I flatter myself the following communication may be acceptable to your Journal.*"

"*The Greenland ship, Dundee, of London, arrived here on the* 10*th. instant, and her very enterprising Commander, Capt. Duncan, obligingly furnished me with the following information, which is contained almost verbatim in his diary. Sept. 2nd. in latitude about* 68° 40′ *longitude* 24°30′ *W. foggy weather, and East winds (latter part of the day clearer) blowing very fresh, Ship running in North West towards the land. At* 9 *A.M. got within two miles of a small Island, bearing North West, which I named Sayer's Island, after the Master of the Harmony, of Hull, then in company; the main land running about N.N.E. and S.S.W., distant*

about fourteen miles. The nearest head-land on it in right, bearing North, I named Cape Despair, distant six leagues; Cape Barclay of Scoresby's chart, bore North East and by East, distance fifty miles; and the most Southern head-land on the main, bore West and by South, distance sixty miles; this I named Duncansby Head. All the main land seen from the ship between this point and Cape Barclay, I named Gales' Land, in compliment to my owners. About ten miles S.E. from Duncansby Head there is a low flat Island, which I termed Robison's *Island, after the ship's managing Agent. Here we lay too hoping to see fish, but fell in with none; and the sea setting in heavy towards the land, and the wind blowing fresh, we stood off to the South.*

At noon latitude observed 68° 41′, *longitude* 24° 30′ *W. by the bearings of Cape Barclay; sounded in* 100 *fathoms water, rocky bottom. Saw all this new land for twenty-four hours;*

the Harmony, of Hull, in company all the time, but the gale and sea prevented any attempts at landing, Had intended prosecuting investigation further Southward, but the lateness of the season, and the unfortunate accident of being beset nearly two months this summer, made all thoughts of such a view imprudent.

Gales Land, Capt. Duncan states, resembles in general appearance the South side of Scoresby's Sound. It is very high and precipitous quite to the sea shore; the mountains running in ridges South East and North West, but their peaks are not so prominent or conical as in Scoresby's Sound, The North sides of the mountains were snowy, the South green, with the exception of a very deep inlet, South from Robison's Island; the coast was little indented."

"Capt. Duncan was at one time within six or seven miles of the main land, about forty miles

North from Robison's Island, which was considerably verdant, very flat, and apparently about ten miles long, and five broad."

" *Sayer's Island is rocky and barren, about half a mile long and one quarter broad."*

" *There was little fast and not much drift ice to be met with; a good deal of drift timber was observed floating, and several icebergs grounded along the shore. The current was setting without interruption during the twenty-four hours that the two vessels were in that quarter, South and by West, at the rate of one and a half mile per hour. There was no inset or offset of the tides observed. No whales were seen, and few seals or birds, except Kittawakes, these were abundant. No appearance of natives. The weather was very sleety."*

" *Gales Land therefore seems to form the imaginary line of coast laid down in Scoresby's*

chart, published in his recent 'Journal of Discoveries in the Arctic Regions,' extending from Cape Barclay, in the North, to Ollum-longni Frith, on the South; and the island laid down there North of this Frith, would seem to be what Capt. Duncan has termed Robison's Island; it lies in about 67° *latitude,* 25° *longitude. He was at one time of the day within five miles of it. In the years* 1821 *and* 1822, *he had coasted almost all the Land described by Scoresby, North of Cape Barclay; and was as far as forty miles up Scoresby's Sound, and he bears testimony to the accuracy of that intelligent Navigator.*"

"*Jameson's Land he believes to be an Island.*"

"*This voyage which reflects so much credit on the enterprise and skill of Capt. Duncan, promises to be highly interesting to Arctic Geography; and may throw light on the fate*

of the lost colonies of Greenland; for it is highly probable that in Gales Land, rather than any where else, they may be sought for with some chance of success. From Capt. Duncan's description, neither the climate or the land seems to be inhospitable or inaccessible, if visited at a favorable period of the year."

I am Sir,

Your obedient Servant,

LAWRENCE EDMONSTON.

PART II.

JOURNAL CONTINUED THROUGH AUGUST, SEPTEMBER AND OCTOBER, CONTAINING AN ACCOUNT OF THE WRECK OF THE HARLINGEN, OF HARLINGEN.—OF THE CAPTAIN AND CREW COMING OVER THE ICE ON BOARD THE DUNDEE, AND THEIR BEING HOSPITABLY RECEIVED AND ENTERTAINED BY CAPT. DUNCAN FOR SIX WEEKS. — THEIR DEPARTURE WITH BOATS, DRAGGING THEM OVER THE ICE IN HOPES OF GETTING INTO A LANE OF WATER, AND THEREBY REACHING A DANISH SETTLEMENT, 340 MILES DISTANT.

" Ill fares the bark with trembling wretches charg'd,
That, toss'd amid the floating fragments, moors
Beneath the shelter of an icy isle,
While night o'erwhelms the sea, and horror looks
More horrible."

THOMPSON.

August 1st. Made fast to an iceberg; could not proceed any further Northward

for ice ; saw one of the Duck Islands, bearing East.

2nd. Ice closing very fast ; let go from the berg, and drifted away with the loose ice ; fell in with the Harlingen, of Harlingen, Captain Hockstra ; unshipped the rudder to prevent its being injured by ice.

3rd. Ice beginning to slacken ; shipped the rudder ; set all sail possible, and bored the ship through the ice into a small hole of water, to the N.N.W. ; latter part plying to windward and at times laying too. Harlingen in company.

4th. Dodging in a hole of water among heavy ice.

5th. Dodging about among heavy ice. Two sail in company.

6th. Latitude 73° 28′ N. Run to the South West among a great quantity of loose ice, there being no appearance of a passage through to the North West at present. Harlingen still in company.

7th. Running to the Westward among loose ice. One sail (a stranger) in sight. Harlingen still in company.

8th. Latitude 72° 54′, longitude 54° W. This day we fell in with the Ariel, of Hull, Capt. Watson, who informed us that he had been as far to the Southward as 71° 00′, and no appearance of any passage through to the Westward, that he had seen several vessels and they were all running further to the Southward; so we agreed to accompany the Ariel and Harlingen, and return back again in hopes of procuring a Northerly passage towards the West Land, as the

wind had prevailed a little time from the South East.

9th. Reaching to the Eastward among a great quantity of loose ice, running to the N.N.E. Ariel and Harlingen in company.

10th. Latitude 73° N., longitude 63° W. Boring through a loose pack of ice to the Northward. Ariel and Harlingen in company.

11th. Boring to the North East among a great quantity of loose ice. Dundee and Harlingen made fast to a small floe of ice, finding it impossible to get any further. Ariel beset about a mile from us.

12.th Ice coming down from the Northward at a tremendous rate ; unshipped the rudder, and slacked round to the lee side of the floe. Ariel still lying beset ; Harlingen

made fast beside us. At this time there were a great many icebergs around us.

13th. Shipped the rudder, and reached the ship into a small hole of water ; ice closing very fast ; made the ship fast to an iceberg. Harlingen in company ; the Ariel lying beset with ice, about six miles from us.

14th. Endeavouring to warp to the Southward ; lying close beset among heavy floes of ice and icebergs. Watch employed sawing ice and unshipping the rudder. Harlingen in company.

15th. Lying close beset among heavy floes of ice.

16th. Latitude 73°, longitude 63°. All hands employed sawing the ice all round the ship, in order to form a dock for her.

Harlingen in company. The immense labour and fatigue attending this operation may be easily imagined, when it is considered that the ice was full seven feet in thickness, and nearly as hard as granite. The crew of the Harlingen also endeavoured to saw a dock in like manner, but the floe was so thick and heavy, they could not succeed.

17th. Latitude 73°, longitude 61°. Lying close beset.

18th. Warped the ship to the Westward; close beset with ice. Three sail in sight.

19th. Close beset among heavy ice. Three sails in sight. No water seen from the mast-head.

20th. Latitude 73° 39′. Lying beset; no water to be seen any way. Harlingen in company.

21st. All hands employed warping to the North West. Harlingen in company.

22nd. Called all hands and began to saw a dock into the ice. Ship lying beset among floes, the ice running very fast; our ship in great danger.

23rd. Lying close beset; all hands employed sawing the ice. And here I have to relate the afflicting loss of our companion the Harlingen. About two A.M. I observed the Harlingen's ensign hoisted in distress, and sent a party of our men over the ice to their assistance; but before they got a ship's length, the Harlingen fell on her broadside, occasioned by two large floes of ice meeting together. The people, forty-six in number, came on board the Dundee, and were all readily and kindly received by myself and our whole crew, and treated in every respect as our own people. Captain

Hockstra, his son, and nephew, chief mate, surgeon, and a boy shared the cabin with me. The Harlingen was an entire wreck, and the accident so very sudden, that the men could save but very little even of their clothes.

24th. Our ship lying, for the present, safe in the dock we had made in the ice; our whole attention was given to the wreck, to get every thing that was possible from her; but part of the vessel being under water, the carpenters were employed cutting away the deck, in hopes of getting at some of the provisions, but it proved useless. Saw one whale this day, but it disappeared immediately afterwards.

25th. Watch employed sawing the ice; and both ship's companies endeavouring to save what they could from the wreck, which was still lying under water.

26th. Latitude 73° 57′ N. Lying close beset among floes of ice; part of the people employed at the wreck; the rest sawing still further into the ice.

27th. Latitude 74° 1′. Finished our dock, after sawing five hundred feet into the ice, Put the Dutchmen on the same allowance as the English. Saw the Devil's Thumb, bearing E. S. E., distance about thirty-six miles.

The making a dock is thus performed. The floe of ice is on its edge, sawed inwards in a triangular form, of a greater length and width than the ship, and then by various cross cuts, the whole of the ice is forced out and forms the dock; and thereby sufficient room is made to receive the ship and let her float therein, preventing the pressure of the floes on the ship, and all immediate danger from the approach of icebergs. This hercu-

lean task is done with saws from fourteen to sixteen feet long.

28th. Bay ice making very fast ; people employed at the wreck.

29th. Latitude 73° 57′, longitude 62° 30′. Bay ice making very fast; employed at the wreck, got some sails and a few broken spars. No water to be seen from the mast-head.

30th. People employed trying to heave the wreck upright, in hopes of saving some of the provisions, but all their efforts were in vain. breaking the bay ice round our own ship.

31st. The frost was now very severe; watch employed breaking the ice round the ship; put all hands on short allowance ; very little water seen from the mast-head; some of the hands employed at the wreck

endeavouring to get at some of the provisions.

September 1st. Employed at the wreck, and fired one rocket down the main hatchway, in hopes of blowing the decks up; employed breaking the bay ice round the ship; procured from the ship wrecked one cask of pork, a fore-stay and two warps.

2nd. Latitude 73° 49′, longitude about 62° 40′. People employed breaking the bay ice; others at the wreck; very little water seen from the mast-head; hove the ship down to the mouth of the dock. Thermometer 12° below zero.

4th. People employed breaking bay ice.

5th. Lying close beset.

6th. Close beset, tracking the wreck towards the ship.

7th. At times tracking the wreck towards the Dundee.

8th. Latitude 73° 56′, longitude 63°. Drying the sails belonging to the wreck; about seven P. M. got the wreck round to the Dundee; rigged purchases in expectation of heaving her up, but the ice kept too firm a hold of her, and baffled all our endeavours; very little water seen from the mast-head. Thermometer 14° below zero.

10th. Latitude 74° 10′. Employed at the wreck; no water seen from the mast-head; saw the devil's thumb bearing S.S.E., distance about sixty miles.

11th. Latitude 74° 9′ N. Lying close beset, surrounded by icebergs and heavy ice; employed at the wreck; no water seen from the mast-head.

12th. Latitude 74° 6′. No water to be seen.

13th. At three A. M. called all hands; began to saw further into the ice, the pressure being very heavy; breaking the floes in different directions; the ship apparently in great danger.

14th. and 15th. Saw the land bearing as before, but at a greater distance.

16th. Lying close beset; no water seen from the mast-head; the Devil's Thumb bearing S.S.E. distant about fifty miles.

17th. Still lying in the same manner; no water to be seen.

18th. Latitude 74° 9′: Frost very severe; no water to be seen from the mast-head.

19th. Latitude 74° 3′, longitude 63°. Lying beset by an immense body of ice all around; the Devil's Thumb bearing S. E. by E., distance about fifty miles. All hands on short allowance.

20th. Saw a few small holes of water to the S.W.

21st. Lying still close beset.

22nd. Latitude 74° 8′ N. Still close beset; sunk a small cask of powder in the wreck; and blew up part of her decks.

23rd. Latitude 74° 30′, longitude 63° 5′. About ten P. M. a very heavy pressure, the ice run over the top of the wreck. Our ship apparently in very great danger; every thing on deck in readiness, in case of any accident happening to our ship.

24th. Blew up part of the wreck with gunpowder, but still no provisions appeared; surrounded by a barrier of ice in every direction; and no water to be seen from the mast-head.

25th. Latitude 74° 16′ N. This day weighed out every man three pounds of bread for seven days; no appearance of water.

26th. Latitude 74° 18′ N. Still no water to be seen from the mast-head.

27th. Latitude 74° 30′ N., longitude 64° 30′ W. Severe frost; no water to be seen in any direction. Appearances very alarming, and the people began preparing boats to leave the ship, in case of any accident happening to her.

28th. Latitude 74° 14′. Saw a little

water making from N. to S.E.; the East land in sight, distant about fifty miles. Frost very severe, and our ship frozen in fast, and no possibility at this time of making any progress.

29th. Latitude 74° 7′ N. Water still in sight to the North Eastward, but we were prevented getting into it by the quantity of ice that surrounded us.

30th. Latitude 74° 8′. Water still in sight to the North and Eastward, so that we were for several days tortured with a view of relief, but it was not in our power to reach it.

October 1st. Latitude 74° 4′ N. Water still continued to be seen; frost very severe; ice completely frozen together; every thing had a most awful appearance.

2nd. and 3rd. No alteration in the ice.

4th. Latitude 73° 59′ N. The ice still continuing in the same state, and the Dutchmen being fully convinced that there was no possibility of getting up their ship, and but little probability of obtaining provisions from her of any consequence; and there being every prospect of our ship remaining frozen up during the winter, and as our stock of provisions was totally inadequate to the support of both ships companies, these unfortunate men, actuated by an independent spirit and from feelings highly honorable, held frequent consultations among themselves, how they might relieve us from the charge of their support, which we had no means of continuing much longer ; and proposed to take their departure with boats over the ice, till they could get into some water ; by which means they hoped to reach a Danish settlement, called Leevly, a distance of

about three hundred and forty miles. They soon communicated to us their intention, and the necessary arrangements were made for commencing their hazardous enterprize the next day. Thermometer 16° below zero.

5th. At four in the morning called all hands; weighed out four hundred and a half of bread, and gave to the Dutchmen, also three casks of pork and a quantity of spirits, for each of their three boats; and ordered a party of our people to assist them in dragging their boats over the ice. They proceeded on the ice about six miles; where leaving the boats, they all returned to our ship, and rested for the night; early next morning they again proceeded, accompanied by our people to assist them, as before.

6th. The Dutchmen, assisted by some of our people, employed launching the boats over the ice, towards a lane of water to the

Eastward. About meridian our people left them to their hazardous undertaking.

7th. Still close beset; no expectation of getting liberated out of the ice. One of the Cicero's men, John Thompson, voluntered to go with the Dutchmen, but after launching over the ice with them all night, returned back in the morning. The boats still in sight from the mast-head; every person on short allowance.

8th. Latitude 74° 6′ N. Still lying fast bound in the ice. About four P. M. had the satisfaction of seeing the Dutch people with their boats apparently under sail, bearing about South by West, from us at a distance about twelve miles; which gave us hopes they had found water.

Though the Dutchmen leaving us was their own proposal, and in which imperious

necessity had compelled us to acquiesce; yet, when the hour of final separation arrived, the scene was truly distressing; and it was evident that each party felt deep and sincere regret, at the perils to which the other was likely to be exposed; after repeated shakes by the hand, tears ran down their manly cheeks, and I believe every individual was greatly affected by the parting.

From the time the Dutchmen came on board, our constant endeavours were used to get up the wreck, but finding that to be impossible, we tried various means, by firing down rockets and blowing up part of the decks with gunpowder, to get at some of the provisions; but in this we were also disappointed, not being able to obtain any thing of consequence, except a number of old blubber casks; but even these were, to us, of the utmost importance, by serving to

increase our stock of fuel, which was so nearly exhausted, that we were obliged to use as fire-wood, all the masts, yards, spars, &c, that belonged to the wreck; but for which, long before the winter would have passed over, we must have been reduced to the dreadful necessity of burning our own masts, yards, and every thing combustible above the deck; and thus have become totally defenceless against the fury of the ice, the winds, or the waves. Many days while the Hollanders were with us, we were in great danger, and on several occasions had our boats and every thing prepared to leave the ship, thinking it next to impossible she could escape being wrecked also; particularly as before stated, on the 23rd. and 27th. of September, and the 1st. of October. But it is time to proceed with our journal.

9th. Latitude 74°, longitude 62° 30′ Lying completely frozen up in the ice. No

water to be seen. People employed covering the quarter deck over with sails, to keep the frost from penetrating through the decks; put the people on the scanty allowance at the rate of two pounds of bread for seven days, with a similar quantity of beef and pork. Thermometer 8° below zero.

10th. Frost very severe; making all possible preparations for the approaching winter.

11th. Latitude 73° 56′ N. Frost very severe; no water seen from the mast-head; the people employed grappling into the wreck.

12th. Latitude 73° 55′. Frost very severe; saw a good deal of water to the South West, but no possibility of getting into it.

13th. Frost very severe; still water seen to the South West, but no possibility of getting towards it, the ship being completely frozen fast. Built a small place of convenience on the ice, for the people, to keep the nuisance from the ship.

14th. Frost very severe; grappled out of the wreck, several thin blubber casks, which answered very well for fire-wood.

15th. Latitude 74° N. Ship completely frozen in, in the middle of an immense quantity of ice; saw the East-land bearing to the South Eastward from us, distant about seventy miles.

16th. Latitude 73° 54′ N. Grappled a few empty blubber casks from the wreck, fit only to burn.

17th. Latitude 73° 53′. Frost very severe; thermometer 14° below zero. This

day hawled the lines out of all the boats, then turned them bottom upwards a little distance from the ship.

18th. and 19th. Thermometer 10° below zero ; ice ranging about a little.

20th. Latitude 73° 46′ N. Frost very severe. People employed at the wreck grappling for wood, or any thing else they could hook. Ship completely frozen up; nothing to be seen from the mast-head but ice, except a small hole of water here and there.

21st. The weather and thermometer the same.

22nd. The weather and thermometer the same. nothing to be seen from the mast-head but an immense barrier of ice.

23rd. Latitude 73° 37′ N. About seven P. M. fired at a fox from the ship; the musket bursted and shattered Robert Ford's hand in a most desperate manner, too shocking to describe. By the constant care and attention of the surgeon, this man's wounds were healed; and I have great pleasure in stating, that I have lately procured a small pension for him from the Merchant-seamen's Society.

24th. Nothing particular happened except our being occasionally visited by the foxes.

25th. No alteration in the weather or thermometer. People employed grappling; procured from the wreck a few empty casks for fire-wood.

26th. Completely frozen up. Nothing but ice to be seen.

27th. Nothing to be seen but a complete barrier of ice. At this time we had about sixteen hours of night.

28th and 29th. No alteration for the better, frost very severe. At times visited by foxes.

30th. Latitude 73° 21′ N. Nothing to be seen but an extended barrier of ice.

31st. Frost very severe. Thermometer 13° below zero.

Having stated that the last time we saw the Ariel, viz. 14th August, beset about six miles from us, it may be satisfactory to the reader to be informed, that she had the good fortune to escape the ice, and got safe to Hull before the most severe part of the winter had set in.

There is I am convinced, no part of the duty of a commander which he performs with greater reluctance, than abridging his crew of part of their daily allowance of food. As soon as it became probable that we should be compelled to pass the winter among ice, almost beyond a hope of human succour, my attention was naturally bestowed on the best means of economising our remaining stock of provisions, so as to make it last through the many long and dreary months until the approach of Spring; and thinking it better to begin early, I intended a small reduction in the allowance, and indulged in the pleasing reflection that no further diminution would be necessary. But the unfortunate accident that befel the Harlingen, which compelled her crew to seek shelter on board our ship, (by which our number was nearly doubled, and they continuing with us six weeks) had nearly baffled all my anticipations of making our

provisions sufficient to the wants of our own people during the winter.

Apathetic mortals, enjoying all the comforts and luxuries of life by their own fire side, may probably exclaim, "Charity begins at home." It was wrong the giving to foreigners what was essential, not only to the comfort but even to the existence of the English crew! But to the honour of British seamen, they are strangers to such sordid calculations; generosity and courage have long been their leading characteristics; may they continue to be so to the end of time, which will ever insure to the British Navy that proud and exalted station in the annals of fame, which it has held for ages even without a rival.

Under the auspicious direction of the illustrious Prince, to whom, by virtue of his

high office, the best and most important interests of the British empire are confided, it requires not the gift of Prophecy to foresee that seamen will be sure to receive encouragement and protection, and that the glory of the navy will be encreased, and shine with brilliant radiance over the whole surface of the universe.

When the grateful Dutchmen were about to leave us, had the preservation of life been our first consideration, we should have felt little hesitation in joining their enterprise across the ice, but a sense of duty forbade the thought. I have ever considered that the person intrusted with a nautical command should never quit the ship under any circumstances while her timbers continue together, and she is capable of remaining on the sea; and that every individual of the crew is bound to continue with the commander, and assist his efforts, to the very last extremity.

That the ultimate fate of the poor Foreigners has excited great interest in the minds of my readers, there cannot be a doubt, and I have great pleasure in being able to remove their anxiety by stating, that I took the first opportunity of writing to the Owners of the Harlingen, from whom I have received two letters in answer; and as they will afford very ample information, I shall, by way of conclusion to this Chapter, insert Copies of them.

Letter from Capt. Duncan to the Owners of the Harlingen.

Gentlemen,

I think it my duty to inform you of the loss of the Harlingen, whom I spoke to in the latitude of Cape Fairwell, coming to

the Straits; again I met her at the South-west, when I got two large whales; we kept company the remainder of the year; I pursued to the Northward, and endeavoured to procure a passage to the West land, which I was successful in doing a few years past, and towed a French ship after the Greenlanders, Capt. Gedion; they were the first ships at the West land.

Capt. Hockstra had a most particular wish to keep company with me, but most unfortunately we were beset in latitude 73°, and drove as far as 74° 30′. At this time we had every hopes of procuring a passage to the West land; the ice lapped round us, and a heavy gale of wind sprung up on the 22nd of August, which obliged me to saw a dock 500 feet in length. About a mile from us Capt. Hockstra attempted to saw a dock in the same floe, but the ice was so thick and heavy he could not succeed. On the 23rd.

about four in the morning, I perceived the Harlingen's ensign flying. I sent a party of my men across the ice to see what was the matter; before they got a ship's length the Harlingen fell on her broadside; she was lost by two floes meeting together, no ship in sight but the Dundee; all hands came on board of me directly, and lived as we did; the captain, his son, and nephew, chief mate, surgeon, and a boy, called Peter, lived in the cabin with me; they saved a very small portion of their clothes. I was in great hopes that we should be liberated in August or September, and be able to distribute some of the men among the other ships. Our provisions were getting very low in consequence of two ships' companies living upon the allowance of one. On the 4th of October there was a consultation by both ships' companies what was best to be done, not having provisions to support ninety-two men, and a long and dreary winter fast approaching;

they intimated leaving us the 1st of October, but the weather not being favorable they left us the 6th, with an intention of going to Leevley. I gave them three casks of pork, a part of which they returned, stating, that they had as much as they thought they should want. I gave them twelve gallons of rum, and as much bread as they could carry. On the 5th of October I sent my ship's company to assist them in dragging their boats across the ice, about six miles. In the evening they returned and rested for the night. On the 6th our people went with them to their boats, and assisted them in getting their boats into a lane of water; the next day we saw them with their sails set in water; we have every hopes they will arrive safe at Leevley. There are Danish ships at Leevley every year, with a supply of provisions. I have no doubt if their lives are spared, they will come home in some of the Danish ships. We were beset in latitude

73°, and liberated on the 16th of April, in latitude 63°. What we have suffered all the winter, no one can imagine. Our ship's company have been upon an allowance of two lbs. of bread, and a very small quantity of meat a man, per week. On the 1st of February I got a whale, which was a very great relief to the people ; they eat the crang of the whale and sharks that came to feed on the dead fish.

At this time we were all frost-bitten ; the cold was so intense we could not stop five minutes on deck at one time ; it is impossible to describe our sufferings. For nine days after the men left us it was fine weather. The captain desired to be remembered to his wife and family. I should feel happy if you will write me a few lines, direct to David Duncan, care of Messrs. Gale and Son, Merchants, London.

I am, &c.

D. DUNCAN.

Letter from Mr. Bernander Heide to Capt. Duncan.

Harlingen, June 30, 1827.

Dear Sir,

Your esteemed lines of the 2nd Inst. have been duly received; we remain, indeed, much indebted to you, not only for the noble assistance you rendered the master and crew of the unfortunate whale ship, Harlingen, as well as for the intelligence you have given us of the fate of the ship; indeed it is a most melancholy event.

This vessel was not entirely belonging to us, but to the Dutch Fishing Society, of which our chief, Mr. S. Roden Lius, whose death, we have to lament, was chief President.

However, the Committee of the Society will do themselves the pleasure to address you, and explain their thankful feelings for all the humanities you have shewn to the crew of the Harlingen. We cannot deny that we are still living in great sorrow for the further fate of the crew; because it is very uncertain if they can ever reach the Danish settlement, and how will they pass the long and horrible winter.

We are hoping now to receive some further intelligence by the Danish vessels, and will not fail to communicate them to you, being fully persuaded that they will be of great interest to you.

We avail ourselves of this opportunity to congratulate you on your safe arrival at home, and that the Almighty has guarded you and all your hands, during that long

and dreadful season, in that far-off and dreadful quarter of the globe. We were struck with reading what you have suffered, and agree with you, that no man is able to describe your fatigues.

As soon as wc hear any thing further from Hockstra, we will have the pleasure of writing you again; and remain, meanwhile,

Most respectfully, &c. &c.

Letter from Mr. Barend Disser a Zoon, and Mr. B. Vander Heide, to Capt. Duncan.

Harlingen, July 31st, 1827.

Sir,

Begging reference to our last respects, of the 30th. ult. we are reckoning it our duty

to inform you that we, a few days ago, got some accounts from the crew of the Harlingen by the way of Copenhagen.

Ten days after they had left you, they arrived at Opiernawick, having one man lost by the fatigues; here they left five men, who were too much fatigued and indisposed to follow them.

On the 23rd of October they went to Narsvak; where they arrived, after a very dangerous passage, on the 27th of October. From here they tryed to cross the Waygat, and to go into Ritterback, but, this not being possible, they were obliged to return. Then the commander went with twenty-seven men to Omenak and Niakovnak, thirteen men, who were sick, he left at Narsvak. On the 18th. a feker, they were distributed at the places Omenak, Ritterback, and Claushaven,

and three men were transported to Godhaven, from where the governor of the Danish settlement should try to send them home. Of the five men who were left at Opiernavik, one man is dead. We are thinking, to receive these intelligences will be interesting to you, therefore we are hastening ourselves to communicate them to you. We have no doubt they will now all safe come home.

We remain, respectfully, &c.

P. S. One of our Greenlandmen is returned with five fishes, being Com. Adriam's ship, the Veederland, having a part of the crew on board; of the other one, called Willen the First, Com. Zan Corn Groendyth, which is supposed to be lost about 79½ degrees.

When the hardships and dangers to which these unfortunate Foreigners were exposed,

are considered the concluding sentence in the foregoing letter. "We have no doubt they will now all safe come home," must afford great pleasure and satisfaction to every feeling mind. Had they not adopted the judicious, though hazardous, plan, which they did, but continued on board the Dundee, the provisions, even at the smallest allowance with which life can be sustained, would have been soon totally exhausted, and then (humanity must shudder at the thought) ninety-four persons (cut off from the reach of human assistance by impenetrable barriers) would have had no alternative, but the horrible one of casting lots to determine which should be the first sacrifice to supply the craving hunger of his ship-mates: but as a kind and merciful Providence has spared us this dreadful infliction, let us hope that the rewards and future comforts of those who have escaped the dangers, may more than compensate their almost unexampled

sufferings; and that the two, whom it appears have been taken from this world, are now in the realms of everlasting bliss.

The conduct of Captain Hockstra in remaining with, and, by his presence, animating his men through every danger, is beyond all praise. May he live long, and enjoy the pleasing reflection, that his efforts have been crowned with success.

PART III.

JOURNAL CONTINUED THROUGH NOVEMBER AND DECEMBER, AND JANUARY AND FEBRUARY, 1827, CONTAINING MANY MIRACULOUS ESCAPES.

———————————" Miserable they!
Who, here entangled in the gathering ice,
Take their last look of the descending sun;
While, full of death, and fierce with tenfold frost,
The long, long night, incumbent o'er their heads,
Falls horrible!"

NOVEMBER 1st. Latitude 73° 10′, long. 62° 40′. Thermometer ten degrees below zero. Some holes of water broke out in different directions, but they froze up immediately the frost rind between the decks, being at the time nearly an inch thick.

2nd., 3rd., and 4th. Ice drifting to the Southward, very fast. Thermometer 46 degrees below zero.

5th. Latitude 73° 12′, longitude 62° 44′. The floe we were frozen in, driving to the Southward at a tremendous rate; the bergs tearing the points of the floe in different places. A great deal of water seen to the Southward; but we were completely frozen over in bay ice. Thermometer 44 degrees below zero.

6th. Driving very fast among the icebergs; we were much afraid of their tearing the floe all to pieces. Employed sawing all round the ship, and clearing the ice from the rudder, a great deal of water seen to the Southward. The east land in sight. This day we had the misfortune to break our only thermometer, so that we were afterwards

without any means of ascertaining the cold, except by its effect on our own bodies.

7th. All hands employed sawing through the floe, in hopes of getting into the east land water; but, to our great disappointment, found it was all bay ice.

8th. Carpenter caulked the seams that were rent by the frost; the east land in sight. Hove the ship down a little to the ice.

9th. Discontinued sawing, finding it of no use, the bay ice accumulating so very fast.

10th. We gave up every faint hope of getting liberated during the winter; the water we saw two days back was now a "crystal pavement, by the breath of Heaven, cemented firm." Our situation at this

time was truly alarming; therefore we put our trust in the Almighty, who alone could deliver us. No land in sight; carpenter employed caulking the ship, where she had been rent by the frost.

This day the sun set to us without leaving a hope of our being again blessed with his all-cheering and enlivening rays for many weeks to come.

11th. Nothing to be seen but one continued continent of ice.

12th. Weather very dull; no reading a book below any part of the day, without a light.

13th. Lying completely frozen up; no water seen any where.

14th. Still very dull weather. Saw some part of the east land, bearing South-East.

15th. Dull weather.

16th. The moon was very brilliant during the whole day.

17th. About three A.M., the piece of ice in which we had been so long frozen, in one instant, broke into a thousand pieces, occasioned by a swell rolling in from the S.W.' so that our situation was more deplorable than ever, lying at this time, beset in a pack with full eighteen hours night. Called all hands the moment the ice broke, and unshipped the rudder as the ship was rolling about, and making every thing crack among the ice ; and, to our great disappointment, when day-light came on, we could see no water from the mast-head.

18th. Still no water seen. The swell subsided again ; but we were driven about

in any direction to which the wind happened to blow. At three P. M. Dark Hook bore S. and by E., distance about sixty-five miles. At this time we had about four hours twilight.

19th. Still lying among the broken ice, no appearance of slack in any direction. Our people came aft, requesting more provisions, as the quantity served was not sufficient to subsist on; but it was not yet prudent to comply with their wishes.

20th. Still dull weather. The pieces of ice freezing together very fast.

21st. Saw a great many icebergs to the east ward of us. Frost very severe.

22nd. The floe that broke up was entirely

frozen together, and our ship in the middle of it.

23rd. Weather very cold.

24th. Saw a long lane of water breaking out a head of the ship, which ran away as far as we could see, but which was no great extent, as we had very little day light; and the ice no sooner opened than it was directly frozen again.

25th. Frost very severe. The lane of water, that was a little distance from us, closed in several places, and occasioned a very heavy press on the ice not far from us. We conjectured it was occasioned by a heavy ridge of icebergs lying to the eastward, which we supposed to have been aground.

26th. Dull weather. Frost very severe.

Found a swell from S.W., which broke the floe that we were in, in several places.

27th. Still lying in the same manner. No swell to be found this day.

28th. Ice ranging about very much; and in the latter part a heavy press in different parts of the ice, not far from the ship, occasioned by the bergs. All hands on deck in readiness.

29th. Dull weather. Ice still ranging about. The icebergs that occasioned the press yesterday, this day set away to the eastward from us. We had very little daylight.

30th. Ice driving very fast to the S.W., by the pressure of the bergs. Frost very severe.

December 1st. Ship still driving to the south-west from the pressure of the icebergs.

2nd. and 3rd. Scarcely any light.

4th. People employed making rope fenders, in case of a sea ranging in upon us. Weather very dark and severe. Ship in great danger. Every thing on deck in readiness to be moved on the ice, in case of accident to the ship.

5th. No water seen any where. Scarcely any day-light. Rope fenders are made by fastening pieces of rope together, so as to hang over the sides of the ship, and guard her timbers from injury by the force or pressure of the ice.

6th. Saw a number of icebergs all round us.

From the 6th. to the 13th., nothing particular occurred necessary to mention, except that the weather was very dull and dark.

14th. Driving to the northward from the pressure of the icebergs.

15th. and 16th. Driving to the W.S.W., from the pressure of the bergs on the ice.

17th. Frost very severe.

18th. It was awful to behold the immense icebergs working away to the north-east from us, and not one drop of water to be seen; they were working themselves right through the middle of the ice.

19th. Frost very severe.

20th. "The shapeless bears, with dangling

ice, all horrid, stalk forlorn," and were now our only, but frequent, visitors.

21st. At this time it was all darkness, except about four hours twilight ; every thing very still, and nothing to be seen except one solid sheet of ice, with a number of icebergs frozen in the middle of it.

22nd. and 23rd. The frost intensely severe, and cracking the planks in the ship's side.

From the 23rd. to the 29th. Nothing particular occurred. On the 24th., in latitude 69° 16′. The frost very severe, and snow heavy.

25th. The south end of Disco bore S. and by E., distance about sixty miles. Our Christmas a most dismal one.

30th The weather moderate. Ice ranging about in different places.

31st. The year 1826, concluded with very severe frost.

January the 1st., 1827. The new year commenced with gloomy and terrific appearances; heavy showers of snow and ice ranging furiously about, and in the latter part closing round us very fast.

2nd. Ice pressing very heavy at a little distance from the ship. Breaking the floe in pieces, seventy yards from the edge towards us. Every thing appeared awful, and we were in constant apprehension of being wrecked.

3rd. Ice ranging about, and pressing all round us very heavily. Our people were at-

tending the nips with lanthorns, ready to give an alarm in case the pressure of the bergs should cause the ice to burst towards the ship. Our situation was then very alarming.

4th. Ice still ranging about very much. Our ship in great danger. Every one on the alert, in case the ice should split and stave the ship.

5th. Tremendous gales, with snow. Ice still ranging about. People attending the nips with lanthorns, ready to give an alarm in case of danger.

6th. Ice slackened a little in our favor.

7th. The ice lying very still.

8th. Ice ranging about very much. In the latter part we were again surrounded by

a number of icebergs. This day we saw the land, bearing from S.E. to S.S.W., distance about fifty miles.

9th. Ice still ranging about very much.

10th. Saw the north end of Disco Island, bearing south by west, distance about fifty miles. The ice pressing heavily on our larboard beam.

11th. Ice ranging about. The land still in sight.

12th. We were completely surrounded by icebegs.

13th. Ship driving to the southward from the pressure of the icebergs.

14th. The land still in sight. Ice ranging

about a little, which we supposed to be occasioned by the icebergs.

15th. Icebergs around us in different directions. This day gave half a pound more bread per week for each man, making now two lbs. and half per week.

16th. Ship driving to the southward, owing to the icebergs. Small holes of water seen in places where the bergs had broken their way through. Day-light increased to about six hours.

17th. The land still in sight. Ship drifting to the southward. The ice very quiet all round us.

This day we had the happiness of seeing the sun's rays just above the horizon, after having been deprived of the influence of

that great luminary seventy-five days, during which we had very little day-light; the cold so intense, that it was scarcely possible to stay five minutes on deck without being frost-bitten. Our only prospect a vast expanse of snow and ice. Cut off from all the world, and doomed to pass the long and dreary months in gloomy solitude. When the boisterous winds had subsided into a calm, the death-like silence was continually broken by the despairing groans of hungry bears, or the equally dismal howlings of wolves and foxes.

18th. The ship still drifting to the south-west. Saw several large icebergs all round us. No water to be seen in any direction. The land still in sight.

19th. Ship still drifting to the south-west.

20th. Tremendous gales, with snow. Surrounded entirely by icebergs. Ice ranging about. Several small holes of water seen in different places, occasioned by the icebergs. Very severe weather. Several of our people slightly frost-bitten. Tremendous gales, the drift flying across the ice at a great rate.

23rd. Weather very severe.

24th. Latitude 69° 16′, longitude 57° 15′. Got an observation, being the first since the 5th of November, when in latitude 73° 12′ N., longitude 62° 44′.

25th. The south end of Disco, bearing S. by E., distant sixty-three miles. No water seen from the mast-head. The ice was at this time lying very quiet.

26th. Latitude 69° 22′. South point of Disco, bearing S.S.E. Frost very severe.

27th. Ice lying quiet. Very little water seen in any direction.

28th. Latitude 69° 13′. No water seen in any direction.

29th. Saw several icebergs to the southward of us. About six P.M., the ice in which we were frozen broke from N. to S. of us for several miles; we thought it was occasioned by the ice driving against one of the bergs that were aground. The crack was about 200 yards from the ship, and very alarming. The land in sight. Ice ranging about. Every person on the alert.

30th. Ice ranging about very much. Every person on the alert. Several icebergs

round us. Carpenter caulking round the ship.

31st. Carpenter still caulking.

February 1st. Several small holes of water a little distance from us, and in the water several whales. Called all hands. Coiled the boats' lines, and then launched two boats over the ice to the water.

2nd. At two P.M., John Barns got fast to a whale. At five killed her, towed her as near the ship as possible; laid her pass for flinching at day-light, alongside of the ice. All hands employed flinching and dragging the blubber across the ice on hatches. The bone nine feet four inches.

3rd. At five P.M. Got the blubber off the fish, so knocked off until day-light.

Eight A. M,, called all hands, in order to take the whale-bone out of the fish's head; but the weather being so very severe, we were obliged to come on board, most part of the people being frost-bitten.

4th. Latitude 68° 43′ N. Called all hands, and went over to the fish, and got the whale-bone on board. At meridian finished; hauled all the boats close along-side, and set the watch.

5th. Latitude 68° 40′ N. Saw the land, distance from us about fifty miles. No water to be seen. Ice beginning to range about very much.

The taking this whale seemed to renovate the spirits of the crew, who killed the bears, foxes, and sharks, that came to feed on the crang, and which afforded the men with the crang itself, many hearty meals for near six weeks, in addition to their limited allowance·

6th. Latitude 68° 40′ N. Ice pressing very heavy close astern of the ship; we were much afraid of the ice giving way upon us; every person on the alert, for the preservation of the ship and their own lives. Latter part, ice slackened after working in and breaking our floe more than thirty feet.

7th. Ice ranging about very much. Saw several whales among the bay ice, at a great distance, but no possibility of getting at them.

One of my dogs attacked a large bear on the ice, and struggled with him till we came up with lances, and killed him.

8th. Saw several whales, launched one boat over the ice after them; at dark returned and set the watch. Ice still ranging

about. Carpenter employed caulking the ship's sides.

9th. Called all hands, and got casks out of the hold for making off the blubber, when we found all the casks that had had water in them were frozen, and most part of them their heads had bursted.

The same dog that attacked the bear on the 7th, also caught two blue foxes, without materially injuring them. We kept them alive more than three months.

10th. All hands employed breaking out the hold, and putting the casks on the ice. Cooper employed preparing the casks, assisted by different people.

11th. Employed preparing the casks, and breaking the ice out of them. Both pumps

frozen. Employed some hands clearing of them.

12th. Called all hands, and began making off the blubber. Cooper employed repairing the casks on the ice.

13th. Done making off the blubber; filled thirteen casks, containing twenty-five butts. Cooper employed repairing the casks. Saw the land bearing S.E.

14th. People employed heaving the casks out of the hold. Cooper employed repairing them on the ice. Most of them their heads bursted by the water freezing inside.

15th. Latitude 68° 58′ N. Ice ranging about very much. Saw several whales. Called all hands. Launched three boats over the ice into some small holes of water;

afterwards took them on board again. The cooper employed repairing casks.

16th. Saw several whales, but no possibility of getting at them for ice. Ice ranging about very much.

17th. A lane of water broke out round our floe's edge, not far from the ship. Saw three or four whales. Launched three boats into the water after them, about three P.M. Michael Lee got fast to a whale. Shortly afterwards John Lander got fast to another whale; she ran him out nearly four lines, and the foreganger broke. Five P.M. killed Michael Lee's whale. Moored her alongside in the ice until day-light. Bone eight feet one inch.

18th. Employed flinching at the edge of the ice. People dragging the blubber on

hatches. Six P.M., done flinching. Set the watch. Ice ranging about very much. The people fed heartily on the crang; also on the sharks, bears, and foxes, which we killed while they were feeding on the carcase.

19th. Latitude 69° 3′ N. Made off the blubber. Fine weather for the season. Saw the land to the S.E., distant about sixty miles.

20th. Latitude 68° 58′ N. Finished making off blubber, and set the watch. Filled twelve casks, (twenty seven butts.) Carpenter employed caulking. Cooper repairing casks.

21st. Saw several whales, but no possibility of getting at them for bay ice. Frost very severe. People employed sawing the ice round the ship, to ease her in her dock.

22nd. Latitude 69°, longitude 63′. Frost very severe. An immense iceberg setting very fast up towards the ship. Very little water seen in any direction. The east land in sight.

23rd. Latitude 68° 37′, longitude about 63° W. The dreadful apprehensions that assailed us yesterday by the near approach of the iceberg, were this day most awfully verified. About three P.M., the iceberg came in contact with our floe, and in less than one minute it broke the ice; we were frozen in quite close to our ship; the floe was shivered to pieces for several miles, causing an explosion like an earthquake, or one hundred pieces of heavy ordnance fired at the same moment. The iceberg, with awful but majestic grandeur, (in height and dimensions resembling a vast mountain) came almost up to our stern, and every one expected it would have run over the ship:

the consternation and alarm became general; our men ran some one way and some another, in order to get provisions, clothes, blankets, the boats, and other things, on the ice.

Considering there was no chance of escaping, I directed the people to endeavour to adopt such means as they thought most likely to preserve their lives for the present, in consequence of which they all left the ship, and went upon the ice, except the surgeon, the cook, two seamen that were frost-bitten, and myself. Fortunately I had determined that no circumstance or danger should induce me to leave the ship, and if she was lost to share the same fate; and it affords me the most heartfelt satisfaction to reflect, that my acting on this determination was the means of saving the ship, even after every hope was gone.

I fear it will be difficult to convey to my readers who have never been on the frozen ocean, a correct conception of the situation of the iceberg and the ship. The iceberg, as has been before observed, came up very near to the stern of our ship; the intermediate space between the berg and the vessel was filled with masses of heavy ice; which, though they had been previously broken by the immense weight of the berg, were again formed into a compact body by its pressure. The berg was drifting at the rate of about four knots, and, by its force on the mass of ice, was pushing the ship before her, as it appeared to inevitable destruction. After being in this situation more than half an hour, I resolved on trying the effect of hoisting the jib and fore-top-mast staysail; this, by great exertion, I effected almost without assistance, soon after which the sails filled, and enabled me to cast the ship, and thrust her between the berg and the broken floe of ice. Language is too

poor to attempt a description of the feelings of those left on board the ship, on seeing the horrific iceberg rapidly glide by us.

Our deliverance (at least from present danger) was now complete; and, at about six, we contrived to fasten the ship to a floe of ice. The men that had left the ship to go on the ice with the boats, provisions, &c., were also exposed to great danger; the berg ran over one of our boats, and we never after saw a vestige of her; they also lost a three-hundred gallon cask full of bread, (about seven hundred weight) one large barrel of pork, several of the peoples' clothes and blankets, and a considerable part of the cooper's and carpenter's tools with which they had been at work on the ice, and many empty casks.

The iceberg being between the men on the ice and the ship, hid her entirely

from their view, and for more than a quarter of an hour they naturally considered the ship was lost, and that they should never more behold their commander, the surgeon, or their shipmates they had left on board. In this dreadful situation they held a consultation, in order to adopt some plan that might afford a chance of saving their lives; but, when it is considered that these intrepid fellows were almost destitute of provisions; that their clothes and blankets were very scanty, and the cold so intense, that (I really believe) the hardiest of the most hardy could not have survived in an open boat even a single night; it must appear not very likely that the consultation would be speedily concluded, how long it would have lasted is not easy to conjecture; but it was most unexpectedly interrupted by one of the men who, probably, had never taken his eyes from the iceberg, exclaiming, with great ecstacy, "The ship, the ship." The

rest of the men were seized with a kind of frenzy on beholding the jib and fore-top-mast stay-sail. But they had no other means of expressing their universal joy than by three loud and hearty cheers, which resounded over the ice for miles, and, no doubt, frightened many bears from their dismal haunts.

The men soon found their way on board with whatever had been spared by the relentless iceberg; their congratulations were hearty, sincere, and unsophisticated. Mirth, and a little indulgence in festivity, was the order of the evening; and all were grateful to a Merciful Providence for such a miraculous deliverance. The congratulations of those who had braved the danger on board, were equally sincere and hearty; and it may be easily conceived, that the joining the ship by the crew, was not less pleasing to us than to themselves.

24th. Latitude 68° 37′ N. People employed picking up the empty casks; found twelve, but could see nothing of the bread or pork casks; which was a most grievous and irreparable loss.

The iceberg still in sight, but driving away fast to the N.E. We were then lying among the broken ice, and much exposed.

25th. Latitude 68° 30′ N. Picked up a large spar, we had for a mill doll, with a few broken staves belonging to casks, which the ice had stove; but still we saw nothing of the bread or pork casks. Ice was then lying very still.

The iceberg that so lately threatened our destruction, had driven completely out of sight to the N.E. from us.

26th. Frost very severe. People employed breaking out the afterhold, the casks being all bursted with the frost. Cooper employed repairing them. Ice ranging about a little.

27th. Latitude 68° 16′ N. Saw a great many large icebergs to the southward of us. Frost very severe. Ship frozen fast all round again.

28th. Latitude 68° 12′ N. The ship was apparently driving down fast towards some very large icebergs. Hauled the lines out of two of the boats, and filled several small casks with bread, to be handy in case of any accident. Very little water seen in any direction. Our situation was at this time very precarious.

It will be seen by perusing this Chapter,

that we were, on different days, exposed to great dangers; but as they were greatly inferior to that of the 23rd. February, which is already so fully described, it seems unnecessary to say any thing respecting them beyond what is contained in the preceding Journal.

PART IV.

JOURNAL CONTINUED.—MORE DANGERS AND DISTRESSES, UNTIL AT LENGTH THE SHIP IS LIBERATED FROM HER CONFINEMENT, AND ARRIVES SAFE AT LONDON.

Yet Providence, that ever waking eye!
Looks down with pity on the feeble toil
Of Mortals lost to hope; and lights them safe
Through all this dreary labyrinth of fate.

THOMPSON.

MARCH 1st. Frost very severe. Ice ranging about. Began to approach near a great number of icebergs, which we supposed to be lying aground on the reef. We had no means of preventing the ship being again frozen fast. Our only hope was, that we

might drive clear of them. Every person on the alert, and every thing ready at a moment's warning.

2nd. Latitude 68° 7′ N. We were close down upon several very large icebergs; counted fifty from north-west to south from us, all of which, we supposed, were lying aground; every person on the alert. Sails and every thing on deck ready for making a tent, in case the ship was lost.

3rd. Driving through amongst a great number of large icebergs. At six A.M., called all hands, and run four boats across the ice with a quantity of provisions, and the men's clothes, one of the bergs coming right towards the ship, at a tremendous rate, breaking and tearing away the ice in various directions. About nine A.M., it went past our stern, distance about twenty yards, with-

out doing us any injury. Dragged the boats to the ship again with the provisions, &c.

4th. Among icebergs innumerable. Ship driving through them in a wonderful manner. Every person on the alert. The weather very severe. Our situation was extremely precarious.

5th. Latitude 67° 58′ N. Drove through the thickest of the icebergs ; but there were still several more seen to the southward.

6th. Latitude 67° 53′ N. Frost very severe. Driving down among the ridge of icebergs, and the ship settling very fast to the S.E., owing to the heavy pressure of the icebergs.

7th. Latitude 67° 50′, longitude 62° 35′. Still a great many icebergs in sight. Ship

again frozen completely fast. This day saw the land about south from us, distant about seventy miles.

8th. Latitude 67° 50′. Saw the land to the southward from us. Several icebergs in sight. Frost very severe.

9th. Latitude 67° 43′. People employed sawing round the ship. Several icebergs, and the land still in sight.

10th. Latitude 67° 40′. Employed clearing out ice round the ship. Several icebergs in sight.

11th. Latitude 67° 34′ N. Very little water seen in any direction. Saw one whale in a lane of water among bay ice.

12th. Latitude 67° 25′. Frost very severe. Several icebergs in sight.

13th. Saw two whales among the bay ice, but no possibility of getting at them. People employed cutting the ice round the ship.

14th. People employed cutting out the ice round the ship. A large iceberg setting up very fast. Saw several whales, but no possibility of getting at them.

15th. Driving to the N.E., from the pressure of the iceberg on the ice. Saw one whale, coiled one more boat's lines; then launched two boats in a lane of water, in hopes of the fish coming up. Ice ranging about very much.

16th. Latitude 67° 24′. Frost very severe. Ice ranging about very much. Saw some whales, but could not get near them.

17th. At two A.M., alarmed by a large iceberg setting up towards the ship; called all hands to be in readiness, there appearing great danger; but fortunately it passed at a small distance to the westward of us.

18th. Latitude 66° 55′. Frost very severe.

From this day to the 30th., we remained in nearly the same latitude. The weather continued very severe; but there were no occurrences worth noticing, except that we saw the land to the S.E., and but little water in any direction.

30th. We had tremendous gales, with showers of snow; the drift flying off the ice, so that we could scarcely put our faces to windward.

31st. Latitude 65° 37′ N. Tremendous gales, with squalls. Several holes of water seen in different directions; but no possibility of getting into them with the ship, as we were completely frozen in the middle of one solid sheet of ice, full five miles round.

From the end of March to the 17th April. Nothing particular occurred necessary to mention; the weather continued very severe; lanes of water were frequently seen, and we were gradually drifting into a more southern latitude, being April 6th. in latitude 64° 49′. Land in sight.

April 15th. Latitude 63°. Saw the land, distance between fifty and sixty miles.

16th. In latitude 63° 00′, longitude 61° 30′.

17th. Swell very strong, which, at one P.M., was the cause of the ice breaking into

ten thousand pieces, with a tremendous and horrific explosion. Called all hands, set the sails, shipped the rudder, and boared the ship through a pack of ice, to the S.W., the sea was very strong. About two, got into sailing ice, after being beset eight months and five days, during which we had many hair-breadth escapes. Reaching to the S.W., among straggling ice. Every person in great spirits at their liberation.

18th. Latitude 62° 30′ N. Reaching to the W.S.W., among ice and icebergs. Sea very strong from the S.W.

19th. Tremendous gales. Sea very high. Hoisted the waist boats on deck. Ship reaching to the W.N.W.

20th. Reaching to the N.W. Sea high, running to N.N.W;

21st. Reaching about among several icebergs. Wearing ship as necessary.

22nd. Passed several very large icebergs.

23rd. Sea high, wearing ship as necessary. This day allowed the people four lbs. of bread per week a man, with a small addition of beef and pork, in hopes of falling in with some vessel, to obtain relief. Ship made a good deal of water.

24th. Spoke the Bon Accord, of Aberdeen, Capt. Parker, who promised to relieve us as much as lay in his power when the weather permitted. Longitude by Chronometer, Capt. Parker, 61° W.

25th. Latitude 61° 37′, longitude 61°. Reached to the pack edge. Saw one whale, lowered two boats after her. Received from Capt. Parker seven cwt. of beef, four cwt.

of bread, a small quantity of coals, potatoes, and turnips; in return we gave him twelve whale lines, a small jib, and a top-sail yard and spar, which we had got from the Dutch ship.

Several of our men ill with the scurvy and rheumatism, and many of them appeared to be very weak.

26th. Saw several whales; three and four boats down, constantly after them. Got from Capt. Parker two barrels of oatmeal, and one ton-cask of fresh water.

27th. Three and four boats down after whales. Several of the men very poorly this day, came aft, and requested to go home, as they were all very weak, and not able to begin another fishing.

28th. Spoke the Rambler, of Kirkaldy;

received some provisions from her in exchange for five whale lines. Many of our men ill with pains and weakness, and some with bleeding at the nose. Ice closed in upon us, and we got beset again.

29th Boaring to southward among heavy cross ice; afterwards made fast to a large piece of ice, and filled all our fresh-water casks, in order to go home as soon as liberated. Several icebergs all round us. Cumberland Island bearing N.W. by N.

30th. Boaring to the east. Ice very heavy and close. One sail in sight.

May 1st. Boaring to the east among heavy ice.

2nd. Close beset among heavy ice. Dispatched a party of our men over the ice to the vessel in sight, to know if she could

supply us with any provisions we stood in need of. She proved to be the Lee, of Hull, Capt. Lee, who promised to assist us as far as possible, to enable us to return home when we get out of the ice.

3rd. Lying beset among heavy ice. The Lee still in sight.

4th. Boaring to the N.E., among heavy ice. The Lee still in sight.

5th. Received from Capt. Lee one barrel of pork, two bags of bread, some flour, peas, a small quantity of barley, some coals, and a few other necessary articles. Boaring to the E.S.E., among heavy ice. Four sail in sight.

6th. Boaring to the eastward, among heavy ice. Four sail still in sight.

7th. Latitude 60° 22′. Boaring to the eastward, among heavy ice. At eleven P.M., got the ship into the sea; hoisted four boats on deck, stowed them, and began to make the best of our way towards Old England. Five sail in sight.

8th. At four A.M. saw four ships bound to the N.E., and fell in company with them, they proved to be the Cove, of South Shields; the Princess of Wales, of Aberdeen; the Triad, of Kirkaldy; and the Phoenix, of Whitby: their masters supplied us to our wishes, which was a very great consolation to every one on board, and enabled us to pursue our homeward voyage with renewed health and vigor.

14th. Latitude 56° 14′, longitude 37° 5′. Spoke the Dorothy, of Dundee; she was lying to in a gale of wind from N.W.

And now having arrived in a comparatively mild climate from that which we had left, where Boreas governs with despotic sway, and having laid in a good stock of provisions for the remainder of the voyage, it may not be amiss to take a retrospective view of the dangers we have so miraculously escaped.

At an unusually early period, (the beginning of August) the frost became so severe that we were completely beset in the ice, and the greatest exertions that could be used were unavailing to effect our liberation, so that we were compelled to remain in such a deplorable state upwards of eight months; an infliction never yet experienced by any other navigator for half so long a period. and, it will be readily admitted, that all the horrors of our situation were more than doubled by the afflicting circumstances of our stock of provisions running short, so as

to compel us to subsist a considerable part of the time upon the very scanty allowance of two lbs. of bread, and a like quantity of meat, per week for each man, and frequently in a temperature of 50° below zero; and that, when the most alarming of our long experienced dangers were arrived at their highest pitch, and horrors upon horrors were every day accumulating; when our labours were incessant, in the hope of averting even for a few hours the dreadful fate that impended over our heads, and which appeared inevitable. But still all seemed to be impressed with this useful and important truth, that safety can never be promoted by repining, but by activity, resolution and perseverance; and, I am fully convinced, that our having acted on this impression, has been the ultimate cause of our deliverance.

After the unfortunate wreck of the Har-

lingen, we seemed to stand alone in the frozen ocean, the devoted victims to its rage and fury. While we had another ship in company, our calamities appeared less formidable; since, in every kind of danger, there is a probability that one ship may escape, and be capable of preserving or relieving the crew of the other; but we seemed to be deprived of every prospect of succour or comfort. Even sleep ("nature's soft nurse") could not afford us much refreshment, our minds were too intent on the dangers we had escaped in the day to let us rest soundly at night; and, whether sleeping or waking, it was impossible to forget for a moment the horrors with which we were surrounded.

Our incessant toils were generally rendered ineffectual by the cruel frost which seemed to frown indignant on our vain attempts to resist its power.

Frequently have we found ourselves amongst numerous and stupendous iceberg's "like icy mountains high on mountains piled," any one of which was sufficient to overwhelm us with a force completely irresistible to any human strength or power.

In the never-to-be-forgotten horrors of the 23d. of February, when an immense iceberg, by pressing on the ice, was forcing on the ship at a rapid rate, and was expected to crush her to pieces every moment, and all the men except two (who were severely frost-bitten) had left her, we found the advantages to be derived from presence of mind and a prompt application of its dictates; thus by a ready manœuvre, and getting up the sails (by my own individual exertion), which caused a sudden turn, and enabled me to thrust the ship between the berg and

the ice, we got released from the dreadful iceberg; but for this our ship must have been torn to pieces, her cargo left in those seas from which it had been obtained; and as it was next to impossible for any men, however much used to hardship and cold, to have lived a night upon the ice with such severe frost, it is more than probable that none would have been spared to return and tell the dismal tale.

To the last moment of my existence it will afford me pleasure and consolation to reflect, that during such severe trials, unparalleled hardships and deprivations, we did not lose a single man; and that with but very few exceptions, the crew (until after our deliverance) were well and healthy, and cheerfully performed every duty required of them; though the cutting winds were benumbing their limbs and threatning to destroy every vital function

When any of them were frost-bitten, the usual remedies were applied, which produced the desired effect; but it is time to close this long digression and arrive at the conclusion of my narrative.

It is before stated that on the 7th. of May, we were beginning to make the best of our way home, to once more enjoy the society of our relations and friends, who must have concluded that we were all numbered with the dead.

From this time we pursued a regular and steady course, meeting with few interruptions, and with no particular occurrences worth noticing.

On the 2nd. June, about eight P. M. saw Ronas Hill, the West part of Shetland bearing S.E. distance about 12 miles. Hauled

by the wind to the Southward; running in Saint Magnus' Bay (being short of water and firing). At meridian came too with the small bower in seven fathom water, in Boester voe.

3rd. This day being Sunday, afforded a pleasing sight. The men, led by myself, went to church and returned thanks to the Almighty, for our preservation.

5th. Bought a bullock, that the men might enjoy the luxury of fresh meat, with vegetables, &c. At four A. M., weighed and proceeded to sea. At ten A.M., abreast of the Vee Skerries.

7th. Came close round to Samborough head. Hauled round to the N. E. and proceeded for Lerwick. At meridian about Mousa Isle.

8th. Got a pilot on board. Came too with the small bower in nine fathoms water abreast of Lerwick town; after which I was employed settling with the Shetland men.

9th. Still employed settling with the Shetland men.

10th. Got on board some coals and turf, and also some fresh water.

11th. At five A. M., hoisted a jack for a pilot. About nine weighed and proceeded to sea, assisted by some men from His Majesty's sloop Clio, and His Majesty's brig Martial. At meridian, abreast of Mousa Isle.

I cannot omit this opportunity of publicly offering my best thanks to the commanders of these vessels, for the very essential ser-

vice they rendered me, by their kind and polite attention, in assisting me with part of their respective crews, to enable me to get our ship under weigh, at a time when I was not able to get a sufficient number of our men on board; so that without the aid of these gentlemen, it is probable, I might have been detained several days: but our men no sooner perceived that the ship was getting under weigh, than all eagerly came on board: The fact is, that I had no sooner landed with the Shetland men and some of the remaining crew, than the sufferings we had endured became the general subject of conversation throughout the town; the consequences were, that myself and officers received polite invitations from the respectable part of the inhabitants, and the society of the men were eagerly sought after; to whom, it must be supposed, good cheer on shore was what they could not leave with-

out great reluctance ; and hence arose the difficulty of getting them on board.

To the masters of the Bon Accord, the Rambler, the Lee, the Cove, the Princess of Wales, the Triad and the Phœnix, I acknowledge myself much indebted for the ready and obliging manner in which they supplied me with provisions.

We proceeded in our course, naturally anxious to reach the desired haven, and on the 23rd., at meridian, had the inexpressible delight of coming to an anchor abreast of the Nore-light vessel, and after a pleasant sail up the Thames, arrived at Gravesend the next day; and on the 25th June, got safe moored at Deptford.

I shall not attempt to state the joy ex-

pressed by our connexions and friends, they can be more easily imagined than described.

I took on early opportunity of explaining to the owners of the ship every particular of this long and disasterous voyage, and was much gratified at receiving their unqualified approbation.

The underwriters have also been pleased to favor me with the following honorable testimony:

Office of Indemnity, 12*th Sept.* 1827.

" *Sir,*"

" *I have the pleasure to inform you, that the Directors of this Company have instructed me to present you with one hundred guineas, in testimony of their approbation of your meritorious conduct on board the ship Dundee, during her perilous situation in Davis'*

straits; which sum will be paid when you call at the office for it.

I remain, Sir, &c.

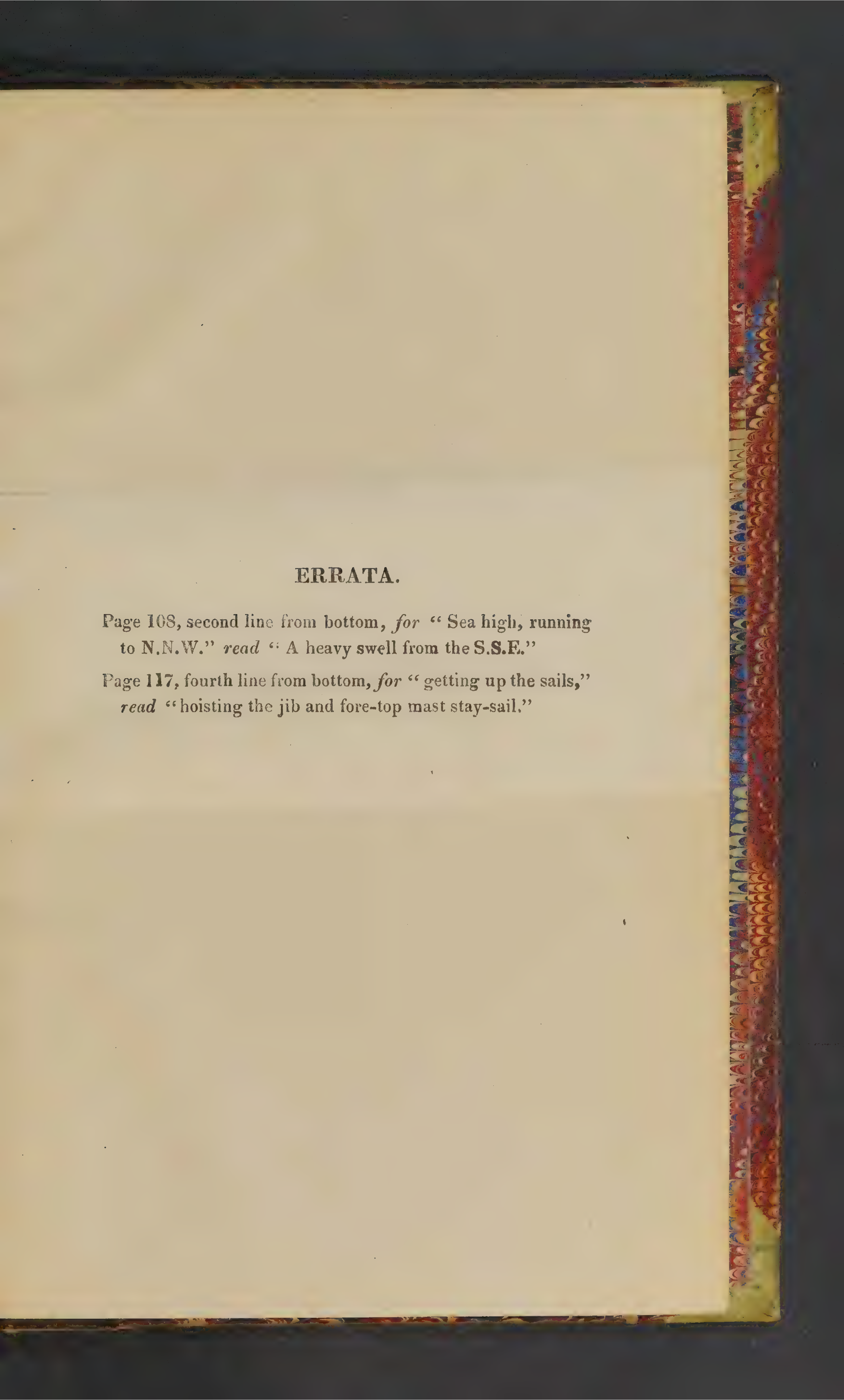
Geo. Chaunty, Sec."

" To Capt. Duncan."

Thus every thing has been settled to the satisfaction of those interested, or any way connected with the voyage, which lasted one year, two months and twenty-two days; and having by its happy conclusion strongly evinced, that though the most prudent precautions can only carry with them a probability of success against impending danger, or in blunting the arrows of adverse fortune, yet that intrepidity, resolution and perseverance, will generally enable us to surmount every difficulty; that these should never be

relinquished, whilst a shadow of hope remains; and even when that is lost, it is unwise to give way to the baneful influence of despair.

FINIS.



ERRATA.

Page 108, second line from bottom, *for* " Sea high, running to N.N.W." *read* " A heavy swell from the S.S.E."

Page 117, fourth line from bottom, *for* " getting up the sails," *read* " hoisting the jib and fore-top mast stay-sail."

Stevens b/pr

